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eight victories for eighth minister

PAGE TWO

The Honourable George J. McIlraith, P.C., Q.C., M.P., is the eighth Minister of Transport since the department's formation in 1936.

First elected in Ottawa West on March 26, 1940, as "a 31-year-old stripling, too young and too visionary," Mr. McIlraith has an unbroken record of eight general election victories in that riding.

In Parliament he served as parliamentary assistant to Rt. Hon. C. D. Howe from 1945 to 1953 in the latter's successive capacities as Minister of Reconstruction and Supply Trade and Commerce, and Defence Production.

Mr. McIlraith has also been:

—A Canadian representative at the United Nations in New York in 1946, at the Commonwealth Finance Ministers' Conference in London in 1950, and at the Colombo Plan Conferences at London in 1950 and Karachi in 1952.

—Chairman of Commons special committees on research and atomic energy in 1949, '53 and '56.

—A member of the Commons War Expenditures Committee during the Second Great War and of the Commons-Senate committees on the National Capital Plan.

—A constant member of the Commons Banking and Commerce Committee.

Mr. McIlraith has established an enviable reputation amongst his Commons' colleagues in all parties for his integrity, his broad, humanitarian views, his assiduous attention to his parliamentary duties, and his talent for organization.

He has been in wide demand as a platform speaker in different election campaigns because of his informed, common-sense speeches. He appeals to the intelligence rather than to the emotions of his audiences.

As an Ottawa MP, Mr. McIlraith has always taken the keenest interest in the

development of the National Capital as a worthy symbol of the hopes and aspirations of the Canadian people. "This objective," he has maintained, "should be pursued quite above and beyond party-political considerations."

While Mr. McIlraith, over the years, has found public life, "strenuous and demanding", he has also found it "exhilarating and rewarding".

Only two MPs have served in Parliament longer than Mr. McIlraith. They are External Affairs Minister Paul Martin and Postmaster General Azellus Denis, both elected first in 1935.

George James McIlraith, born in Lanark on July 29, 1908, is the son of James McIlraith and his wife, Kate McLeod, both Scottish-Canadians. Since graduating from Osgoode Hall, Toronto, in 1931, he has practised law in Ottawa with his elder brother, Duncan McIlraith, and in 1952 he was appointed Queen's Counsel.

On November 2, 1935, Mr. McIlraith married Margaret Summers, daughter of Dr. A. V. and Mrs. Summers of Ottawa. They have four children, Catherine Ann and George Edward, at home, and two daughters, Mrs. Anthony Sproule and Mrs. Michael Galligan, both of Ottawa. They have three grandchildren.

During the last war, Mr. McIlraith was a captain and company commander in the Governor-General's Foot Guards reserve unit.

Mr. McIlraith has served as an elder of St. Andrew's Presbyterian Church in Ottawa for many years and is a member of the Rideau Club and the Royal Ottawa Golf Club.

Mrs. McIlraith, through her natural charm and interest in people, has proven herself an admirable helpmate for her husband in his political career.

le huitième ministre des transports a remporté huit victoires

L'honorable George J. McIlraith, C.P. Q.C., député, est le huitième ministre des Transports depuis la création de ce ministère en 1936.

Élu pour la première fois député d'Ottawa-Ouest le 26 mars 1940, «le gringalet de 31 ans, trop jeune et trop rêveur» qu'était M. McIlraith a été réélu par la suite sans interruption dans cette circonscription à l'occasion de huit élections générales.

De 1945 à 1953, il a été adjoint parlementaire du Très honorable C. D. Howe lorsque celui-ci détenait les portefeuilles de la Reconstruction et des Approvisionnements, du Commerce et de la Production de défense.

M. McIlraith a également occupé les postes suivants:

— Représentant du Canada aux Nations Unies à New York en 1946, à la Conférence des ministres des Finances du Commonwealth tenue à Londres en 1950 et aux conférences du Plan de Colombo tenues à Londres en 1905 et à Karachi en 1952.

— Président des comités spéciaux des Communes sur la recherche et l'énergie atomique en 1949, 1953 et 1956.

— Membre du Comité des Communes sur les dépenses de guerre durant la seconde guerre mondiale et du Comité mixte du Sénat et de la Chambre des communes sur le plan de la capitale nationale.

— Membre sans interruption du Comité de la banque et du commerce de la Chambre des Communes.

M. McIlraith jouit d'une réputation enviable auprès de ses collègues de tous les partis aux Communes pour son intégrité, sa largeur d'esprit, ses sentiments humanitaires, l'attention constante qu'il apporte à ses fonctions parlementaires, ainsi que pour ses talents d'organisateur.

Il fut un orateur très recherché durant les diverses campagnes électorales pour ses discours bien étoffés qui s'inspiraient du bon sens. Il s'adresse à l'intelligence plutôt qu'aux sentiments de ses auditeurs.

A titre de député d'Ottawa, il s'est toujours intéressé activement à la mise en valeur de la capitale nationale comme symbole sans égal des espoirs et des aspirations des Canadiens. Il a toujours soutenu que ce but devait transcender les visées de la politique ou des partis.

Au cours des années, M. McIlraith a constaté que la vie d'un homme public était astreignante et exigeante mais qu'elle lui apportait également bien des satisfactions.

Il n'y a que deux députés qui aient occupé leur siège au Parlement pour une plus longue période que M. McIlraith. Il s'agit de l'honorable Paul Martin, ministre des Affaires extérieures, et de l'honorable Azellus Denis, ministre des Postes, tous deux élus pour la première fois en 1935.

George James McIlraith est né à Lanark le 29 juillet 1908, du mariage de James McIlraith et de Kate MacLeod, tous deux Canadiens d'ascendance écossaise. Diplômé en droit d'Osgoode Hall, Toronto, en 1931, il exerce sa profession depuis lors à Ottawa avec son frère aîné, Duncan McIlraith. Il fut nommé Conseiller de la Reine en 1952.

Le 2 novembre 1935, il a épousé Margaret Summers, fille du docteur A. V. Summers, d'Ottawa. De leur union sont nés quatre enfants, Catherine Ann et George Edward, à la maison, et deux filles, M^{me} Anthony Sproule et M^{me} Michael Galligan, toutes deux d'Ottawa. Ils ont trois petits-enfants.

Au cours de la dernière guerre, M. McIlraith était capitaine et commandant de compagnie de l'unité de réserve de la Garde à pied du gouverneur général.

M. McIlraith est depuis plusieurs années marguillier de l'église presbytérienne St. Andrew's à Ottawa et est membre du club Rideau et du Royal Ottawa Golf Club.

Charmante et d'agréable compagnie, M^{me} McIlraith a admirablement secondé son époux tout le long de sa carrière politique.

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COVER:

The Hon. George J. McIlraith, P.C.,
Q.C., M.P.
Minister of Transport

News on the DOT

Staff magazine for the
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May-June 1963

I am naturally very proud of the honor of being appointed your Minister. I do want to add, however, that I feel very humble about my appointment, when I contemplate the responsibilities of this high office.

Throughout the years I have heard many times about the efficiency and loyalty of the people who constitute the staff of the Department of Transport and its associated bodies. Already, since taking office, I am becoming aware of another characteristic. For, as I add to my list of acquaintances here, I am impressed by their enthusiasm for their work.

Now that I have joined the team, I am eagerly looking forward to working with all of you in the task of rendering maximum service to our country in the realms of transportation and communications.

FROM THE MINISTER'S DESK



George F. McAlraith

LE MOT DU MINISTRE

Je suis évidemment très fier de l'honneur qu'on m'a fait de me nommer à la direction de votre ministère. Je me sens toutefois bien inférieur à la tâche qui m'échoit lorsque je considère les responsabilités que comporte cette haute fonction.

Au cours des années, j'ai entendu souvent louer l'efficacité et la loyauté des membres du personnel du ministère des Transports et de ses organismes connexes. Bien que ma nomination soit encore toute récente je découvre chaque jour, à mesure que j'élargis le cercle de mes connaissances au Ministère, une autre qualité qui vous caractérise, je veux dire l'enthousiasme que vous manifestez dans votre travail.

Maintenant que je fais partie de l'équipe, je compte ardemment travailler de concert avec vous pour servir notre pays de notre mieux dans le domaine des transports et des communications.

I apologize for repeating myself but again the summer weather is near and the time is appropriate to remind you of our vacation problems.

Just one year ago I mentioned that summer is the busiest period in the Department of Transport. I encouraged employees to look into the possibility of spreading holidays to other seasons since this could be helpful to the department as well as rewarding to the individual.

With Parliament in post-election session, this summer will be even busier than other years.

Although summer remains the most popular time for vacationing, statistics in Canada show that there is a general trend to spread holidays out more throughout the year.

Each employee is entitled to take his holiday when he wants, subject to the usual clearance by his supervisor, and the department will do its best to meet his wishes in this regard.

May I remind you once more, however, that any employee who decides to try holidaying in some season other than summer, using either all or part of his leave in this way, will also meet with ready co-operation.

FROM THE DEPUTY MINISTER'S DESK

J. R. Baldwin



LE MOT DU SOUS-MINISTRE

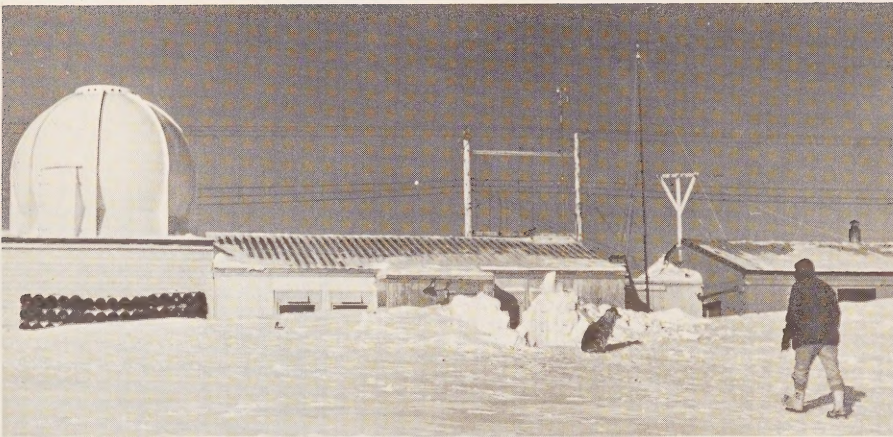
Je m'excuse de me répéter, mais voici qu'un autre été est proche et c'est le temps de reparler de nos problèmes.

Il y a exactement un an, j'ai mentionné que l'été est la saison la plus active au ministère des Transports et j'ai encouragé les employés qu'intéressait la possibilité de répartir leurs vacances sur plusieurs saisons vu que cela pouvait être à l'avantage tant du Ministère que des employés en cause.

En plus du travail supplémentaire auquel le Ministère doit normalement faire face durant l'été, le fait que le Parlement se trouvera en saison post-électorale entraînera cet été un surcroît de travail plus grand encore qu'à l'ordinaire. Les statistiques relatives aux vacances indiquent que la tendance se généralise de plus en plus, au Canada, dans toutes les classes, à répartir les vacances sur toute l'année, bien que l'été demeure la saison la plus populaire.

Chaque employé doit pouvoir prendre ses vacances durant la saison qui lui plaît le plus, sous la réserve ordinaire de l'approbation du surveillant, et le Ministère mettra tout en oeuvre pour se rendre aux désirs de l'employé. Mais permettez-moi de vous rappeler encore une fois que tout employé qui voudra faire l'expérience de vacances prises, en totalité ou en partie, durant une autre saison que l'été, sera également assuré de toute la collaboration du Ministère.

The old bard should have seen us in the North!



We sometimes like to think that progress is the monopoly of the 20th century. In Shakespeare's time, for instance, surely things could not have been changing so fast as today.

Yet, changes there must have been, for the old Bard already complained about "these most brisk and giddy-paced times."

Today, the pace is nowhere more giddy than in the Canadian North, where one of the world's last stone-age economies is being briskly brought up to date with the jet age.

The role the Department of Transport is playing in this dramatic transition affects two groups: the original inhabitants of the North and the people who are posted there from the South.

As one of the largest employers in the North we are very much a part—and a cause—of the inevitable but sometimes traumatic modernization of the Eskimo. But the Eskimos are the specific concern of another federal government department, that of Northern Affairs, and our relations with the Eskimos will, therefore, be dealt with briefly towards the end of this article only.

We have had establishments in the North—mostly to provide radio aids to navigation for ships—for some 40 years but it was largely the construction of the DEW Line which cast us in the role we are playing in the North today.

Although built by private contractors, the DEW Line had to be supplied by our ships. The construction activities drastically changed the lives of the Eskimos, which set the Departments of Northern Affairs and National Health and Welfare into motion.

This brought droves of social workers, nurses, teachers etc. to the Arctic and our



Some notes on the department's role in the Arctic, based on a talk before H.R.H. Prince Philip's recent study conference on the human consequences of a changing industrial environment, given by

J. Roy Baxter

Director of Administration and Personnel Services.

responsibilities in transportation and supply rose accordingly.

Since the Canadian Arctic has the chilly distinction of being one of the "weather factories" of the world, we established many meteorological observing stations in the North. Many of these double as radio stations, mainly because weather reports are useless unless they are distributed instantly by telecommunications.

We have one fully automatic, unmanned weather station in the high Arctic, and in another few decades we may have a whole string of such robots, but in the meantime we have to post, replace, house, warm, feed, supply, entertain and generally satisfy some 660 employees and their dependents in the North.

This requires much planning. The actual number of people at each station for the next two years must be known accurately so that sufficient supplies of food, fuel and other necessities can be delivered during the short season.

To a place like Alert, which is completely isolated, we send employees for one year only, with occasional extensions to two years. At other places such as Resolute or Frobisher, we can place staff on longer posting periods and indeed at Frobisher we are now thinking of fixed postings for maintenance personnel on the same basis as at any other place in Canada.

Anyone going to an isolated location in the Arctic is making a sacrifice of some sort. He wants to be compensated for such a sacrifice or he won't go.

The basic salary of a D.O.T. employee in the North is the general wage paid anywhere in Canada for the same job, but in addition we pay isolation allowances, which vary by degree of isolation.

As an added inducement we have a standard 54-hour work week for operating and maintenance employees in these areas and pay them time-and-a-half for all hours in excess of 40. This accomplishes two things: It helps the employee spend his time in a profitable way and it enables us to get the same job done by fewer bodies.

It takes four men working a 40-hour week each to keep a station in operation 24 hours a day seven days a week. But with a 54-hour week it takes only three men, and although that makes the payroll, at time-and-a-half, a little higher, it represents a considerable saving in transportation, housing and supply.

This arrangement has so far served to attract the type of people we want.

What is the type of people we want for service in the North?

On the whole we look for exactly the same sort of men we would select for posting anywhere in Canada. We want people who know their job—that is the basic requirement. Apart from that we like normal, well-adjusted Canadians and, of course, they must be in good physical condition. We are not particularly interested in adventurers, or people who want "to get away from it all."

If we do screen applicants for Northern postings a little more carefully than others it is because it is, after all, more costly to pluck them off their isolated posts if something does go wrong, physically or otherwise.

All employees in the North and their families are eligible to be taken out and returned to the station at the expense of the department once a year for annual leave.

The most remote and isolated stations are visited annually by inspectors and technical officers.

At stations where there is no community recreation, the department supplies such items as a hi-fi record player, records, pool tables, photographic material, books and where practical, movies are provided on a rotational basis.

At larger places like Frobisher there is a D.O.T. employees' recreational club which operates a curling rink, hobby groups and so on.

We encourage such groups to be active in the community and usually provide free space, heat, light, etc. for such activities.

As the operators of the airport, the Department of Transport is the largest employer in Frobisher.

The Eskimo is a source of labor supply, in this area, and his services are generally used in such occupations as cleaner, laborer, truck driver and occasionally radio operator and junior mechanic.

Other employers at Frobisher include the U.S. Army base, operating the DEW Line site, and a number of contractors and other private entrepreneurs such as the operators of the hotel, bar and bowling alley.

The fact remains, however, that all property at Frobisher is owned by the federal government, all services and facilities are provided by the federal government and so Frobisher Bay is in effect a company town, with all the peculiarities of such communities plus a few Arctic problems thrown in for good measure.

However, the Northern Affairs Department, which administers the municipality, is doing an outstanding job in developing policies and procedures under which such a community can operate successfully, and I think that we, because of the calibre of our men generally, are coping nicely with the situation in keeping with those official policies.

waterfront weatherman

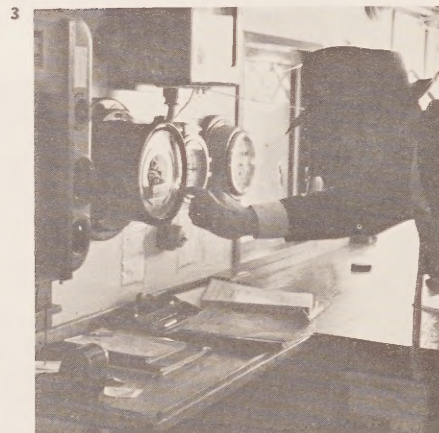
*By Jack Hamilton
as told to John de Bondt
Photos by Ted Grant*



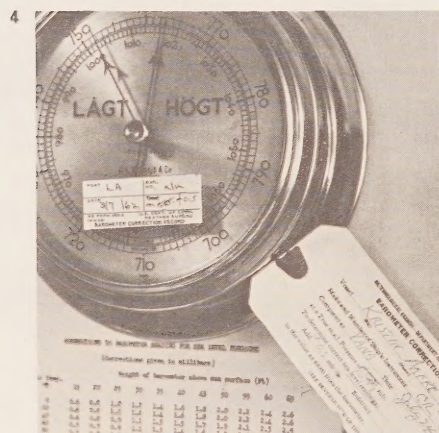
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My name is Hamilton.

Jack to you if you like.

I'm the port meteorological officer in Vancouver. My job is mainly to get ships plying the Pacific to report the weather for us.

There are plenty of vessels crossing the Atlantic regularly and it is not difficult to get weather observations from that body of water.

But fewer ships ply the Pacific and that's why I have to keep at it all the time to get weather reports with any regularity.

I visit practically every ship—of any nationality—entering Vancouver Harbor, except of course those vessels which I know are making weather reports for another country.

If I find one that isn't reporting for anyone, I try to enlist its services for Canada, either as a permanent observing station or, if that is not possible, on a voyage-to-voyage basis.

I also visit ships docking at New Westminster occasionally. And, of course, I am the shore-based contact man for those ships that do report for us.

When such a ship is in port, I visit it and have a chat with the master or whoever is in charge of meteorological observations.

I check the ship's weather instruments for accuracy, accept the reports of the last voyage, and try to help the captain with any problems he may have in weather reporting.

1. A well-known figure around the wharves, Jack Hamilton talks to a dock worker.

2. Jack opens his briefcase to get out some forms as Takeshi Takashima, second officer of the Japanese vessel *Caledonia Maru*, looks on.

3. Jack checks the barometer of the *Caledonia Maru*.

4. A correction tag shows 0.5 millibars should be added when reading the barometer on the Norwegian freighter *Kristin Bakke*.

To keep up to date with ship movements I am in close touch with shipping companies, port authorities, the Vancouver examiner of masters and mates and the Coast Guard rescue officer.

I also keep climatological records for Vancouver and advise the Vancouver navigation school on meteorological matters and on training in meteorology.

And oh yes, I am the custodian of Vancouver's master clock.

There are only three port meteorological officers in Canada, and I am the only one on the West Coast. My colleagues at the opposite end of the country are M. A. Carmichael at Halifax and F. K. Upton, who is stationed at Montreal during the navigation season and at Saint John, N.B. in winter.

I was born here in Vancouver—47 years ago—and the sea and ships are a family tradition. My father was a master mariner and I myself served a year on the weather-ship Woodstock on the Pacific during the second World War.

I have been with the meteorological branch since 1941 and in my present job for ten years now.

In those years I must have climbed thousands of gangplanks. Everybody around the waterfront knows me, I guess.

Last year alone I boarded 684 ships. Signed up 93 new observers, too!

5. Jack interviews second mate Takashima of the Caledonia Maru.

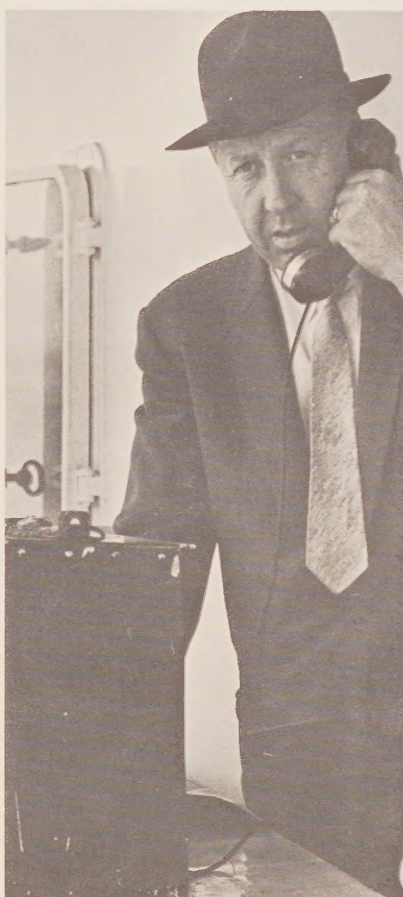
6. Jack phones the office from the Kristin Bakke.

7. One of Jack's non-dockside duties is keeping Vancouver's weather records. Here he reads sunshine recorder charts on which strips burnt out by the sun indicate the number of hours of sunshine.

8. "See you next trip."



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**building
boom at
cape st. james**



The ill winde that bloweth at Cape St. James, B.C. has, true to the old saying, blown someone some good. Because of it the three-man staff of the DOT station are getting a brand new set of buildings: new staff dwelling, new operations building, new power house, a better wharf—the works.

But an ill wind it is. It blows almost constantly and at times reaches speeds of 120 miles per hour. In 1960 a storm flattened the recreation hall.

Cape St. James is a small, precipitous and what one official report modestly calls “windswept” piece of rock on Kunghit Island at the southern tip of the Queen Charlotte Islands. Apart from winds it is sometimes rocked by earth tremors.

The terrain could hardly be less suitable to build on. There are very few flat spots, but plenty of vertical drops, up to 275 feet. The present buildings had to be scattered, or piled almost, on three different levels. The ground, to round out the poor construction picture, is muskeg.

The spot can only be reached by ship and is supplied quarterly from Prince Rupert—weather permitting. Ships must anchor a mile off shore and supplies are then brought in by smaller craft, lifted to a dock by hoist and pulled up to any of the three building levels by a miniature gauge railway.

Precisely because of this exposed location—water and weather can be viewed for miles around—Cape St. James became a D.O.T. lighthouse, one of Canada’s most important weather observing stations, and a radio beacon.

The lighthouse was made fully automatic a few years ago.

The radio beacon (NDB) serves as an aid to marine navigation as well as to aviation, since flight conditions on the west coast of the islands are invariably better than farther east.

The meteorological station is the most exposed weather detecting location on the outer coast of British Columbia. It takes

hourly synoptic and aviation weather observations 24 hours a day.

The entire population consists of radio operator A. J. S. Laing and his wife, and meteorological technicians D. B. Jones and R. O. Duffy, who are both single. Mr. Laing is the officer in charge.

Apart from operating the NDB, performing whatever lightkeeper duties remain and taking hourly weather observations, they maintain all the equipment and take sea water temperatures for oceanographic purposes.

In spite of its physical drawbacks, Cape St. James is the best location around for the department’s purpose. A few years ago a small landing party was sent to explore Kunghit Island for other inlets but it was found that the station’s functions could all be carried out at lower cost at Cape St. James.

The recreation building that was destroyed by the wind was, like the others at the station, a wartime prefabricated structure. All buildings were held in place by cables over the roof anchored in the ground.

New buildings were constructed during the 1962 building season and are being

finished now. The new staff residence is a double, in which Mr. Laing and his wife will be occupying one half, the single staff the other.

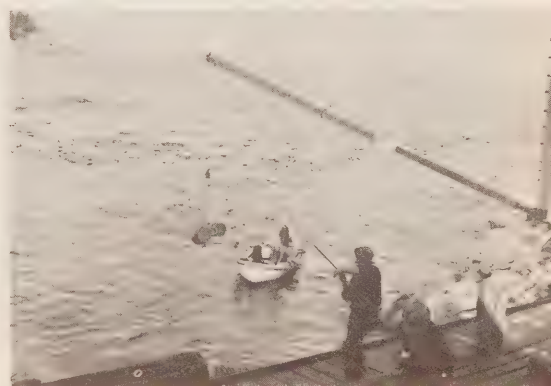
The total cost of the new buildings, including repairs to the wharf and sewer and water facilities, is around \$320,000. All buildings are anchored specially to their concrete foundations and every stud and joist is securely set with metal anchors.

The two greatest problems at Cape St. James are the difficulties of supply and the limited ground area available for buildings. The answer to one problem hampers a solution for the other.

Because of the hazardous weather conditions and slow shipping facilities, the department built a 100-foot square landing pad on the middle level to make quick helicopter transportation to and from the mainland possible.

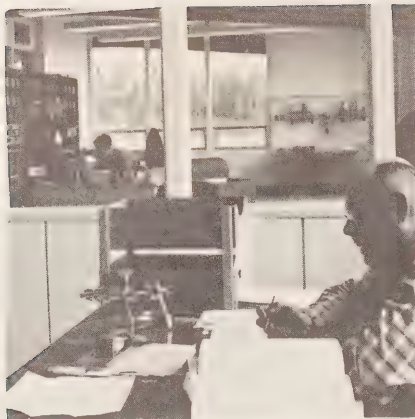
This immediately precluded plans for a second residential building—all the building areas were used up.

Although a lower building might catch less wind, the limited lot size made a bungalow plan impractical and that is why now the only residence in Canada’s latest subdivision is a two-storey double.

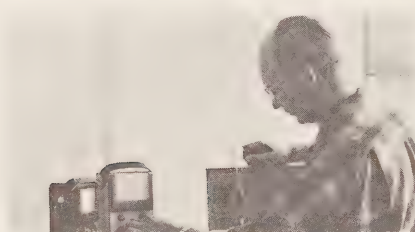


Landing supplies at Cape St. James

PACIFIC PORTRAIT



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2

LAST SUMMER an Ottawa photographer, Ted Grant, made a trip to the West Coast. While at Vancouver and Prince Rupert he took the opportunity to "shoot" as many D.O.T. employees as he could.

News on the DOT presents 27 of Mr. Grant's staff pictures on these pages.

The photos are in no way an indication of who is "important" and who isn't. (Every D.O.T.-er is!). The reason why some photos are larger than others is that they looked better that way from a point of graphic layout.

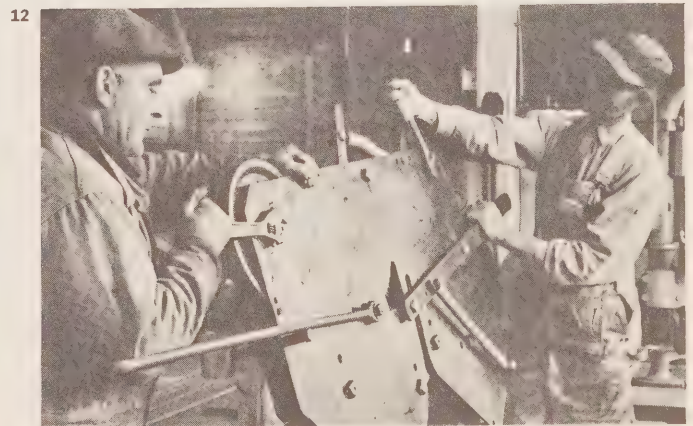
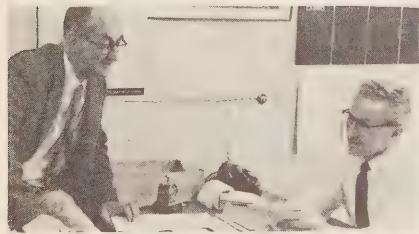
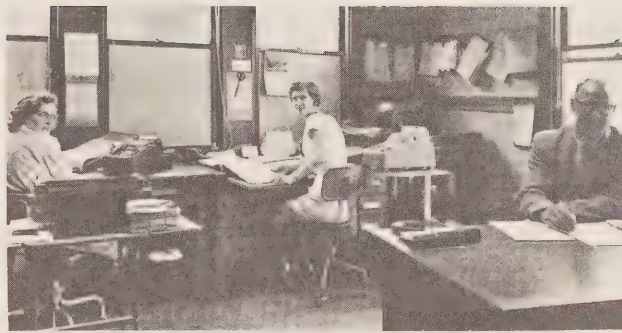
They are, Page 12: 1. Russ Neill, OIC radio section, and radio operator Gordon Miller (background), Prince Rupert airport; 2. Lee Orser, Prince Rupert airport; 3. Capt. J. A. T. Llewellyn, examiner of masters and mates, Vancouver; 4. Miss Jean T. Hope, B.C. pilotage authority of-
fice, Vancouver.

4 Page 13: All in Prince Rupert marine agency: 5. Bob Smith (left), Rick Hindle, stores; 6. Marine Agent Capt. Ted Ormsby (left) and Stores Mgr. Jim McCullough; 7. Mrs. Erna Milnes (left), Mrs. Kay Elliott, Supt. of Accounts Fred Lawrence; 8. Supt. of Lights Ed Harris; 9. Personnel Mgr. Kevin Van Herd; 10. Bill Sinclair; 11. Miss Rena Ridley (left), Mrs. M. B. Pederson; 12. John Thompson (left), Pete Drenth.

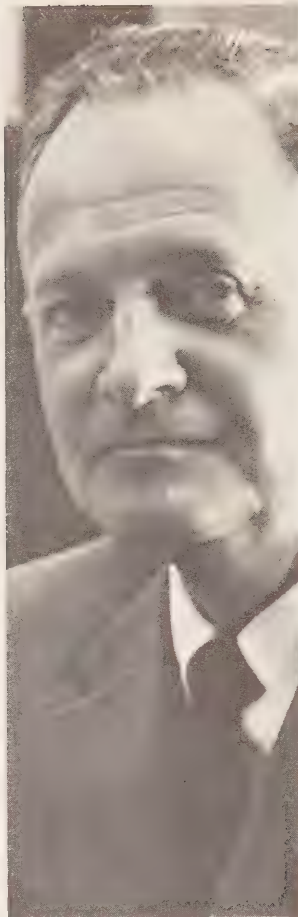
Page 14, all at Vancouver International Airport: 13. Harry Karl, met. plotting; 14. Airport Mgr. W. L. Inglis; 15. Dan Ross at Weatherfax machine; 16. Gil Garon at weather teletype; 17. Airport office. Sorry, no names. 18. Meteorologists John Henderson (left), Reg. Hamilton; 19. Met. technician Glenn Lawrence; 20. Teletype Rm. Supt. Jim Tennant.

Page 15, all at B.C. Pilotage Authority, Vancouver (except 26); 21. Miss Anne Stevens with new visual distress signal; 22. Regional Supt. of Pilots Capt. F. N. Eddy; 23. District Supt. of Pilots Capt. Roy Covington; 24. Office Supervisor W. J. Anderson; 25. Dispatcher Don Urquhart; 26. Coast Guard Rescue Officer Capt. J. C. Barbour, Mrs. M. E. Turnbull; 27. E. T. Douglas, acting chief dispatcher of pilots.

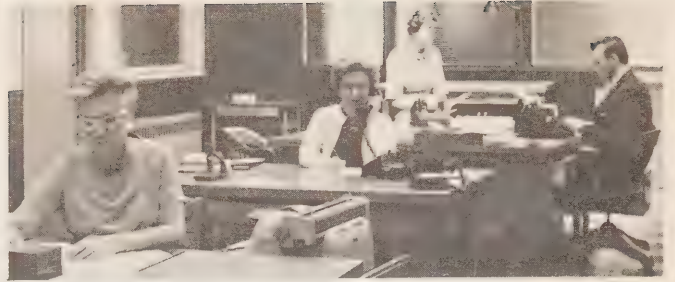




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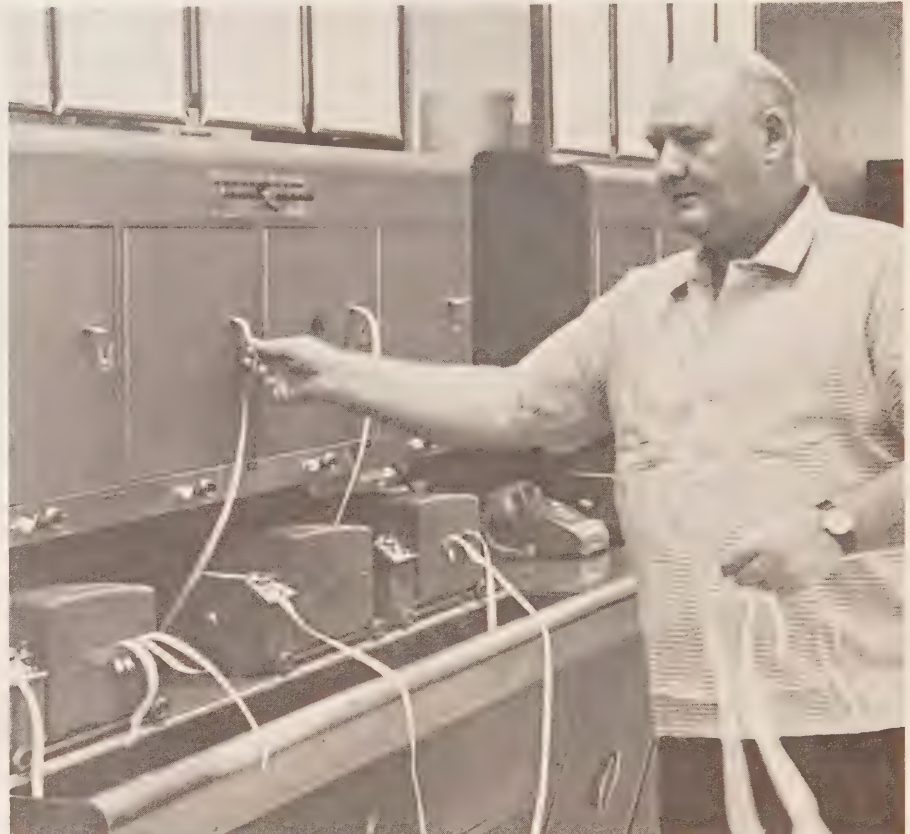
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"NOW WHY DIDN'T I THINK OF THAT?"

WHAT looks like efficiency sometimes isn't. Take the figures "19" printed on departmental stationery where the date goes. Whoever thought of that (long, long ago) was sure he was being terribly efficient: those poor typists at least had two figures less to type on each form.

But it takes a practical woman to find out by experience what is real efficiency and what isn't.

Mrs. Grace E. Dow, a clerk in the steamship inspection office at Kingston found it takes more time to move your typewriter carriage past the "19" (and to line your paper up properly) than it does to type the whole date.

Many typists must have thought the same thing, but Mrs. Dow translated her thoughts into action. She grabbed a suggestion form and suggested that the department leave the figures off when reprinting stationery.

Such a simple idea: anyone could have thought of it. But only Mrs. Dow did.

Experts may devise all sorts of money-saving, time-saving, safety-enhancing schemes from simpler forms to scan converters with digital readout and handoff capability, but it is you and you and you who are working with these things every day who are in the best position to suggest improvements. You don't have to be an assistant deputy minister to point out possible savings. All it takes is a suggestion award form.

You can win money or awards-in-kind with your ideas. Why not send them in.

Mrs. Dow was awarded \$25 for her simple idea. It was worth that much to the department.

Here is what others suggested and received prizes for:

GETS TWO AWARDS

C. H. Fisher, an engineering clerk at the construction branch office at Vancouver received a set of copper pictures, a heating pad and a bathroom scale for two suggestions.

One was to discontinue posting electrical power charges in his office as regional airports already posted this information. The other was to dispense with typing extra work orders on blank sheets and include instead the details on the estimate

form. Both ideas resulted in a saving in man-hours.

IMPROVES SERVICE

Dorval Meteorologist Donald K. Smith thought the time the late afternoon and evening public weather forecasts by the Dorval, P.Q. public weather office are issued should be advanced an hour to coincide with major radio and TV broadcast times. His suggestion was adopted since it provided improved service to the public. An additional benefit was an expected decrease in calls to the weather office.

Mr. Smith selected a briefcase as his award.

DOUBLE HEADER

Radio Operator A. H. Cooke at the Sandspit, B.C. marine-aeradio station sent in a review of the requirements for single, two and three copy teletype paper at that location. As a result, single copy paper will now be used on circuit 114, effecting a savings.

He also suggested that radio stations be provided with tube coolers, which prolong the life of tubes. It is policy to provide this but Mr. Cooke's submission brought to light that the maintenance manual had not been amended to this effect.

Mr. Cooke received two \$10 awards-in-kind.

CLARIFIES FORM

Edmonton met. technician Lloyd W. Johnson suggested several amendments to the Supplementary Personal History forms (E-8-36A) that will virtually eliminate the possibility of misunderstanding on the part of new employees completing these forms.

He chose an electric alarm clock as his award.

ADDS "CANADA"

Why not print the word "Canada" or "Government of Canada" on the Long Service Scrolls, to distinguish between federal and provincial governments, wondered Miss Henrietta M. Vaughan, a telecom secretary in Toronto.

Will do, said the suggestion award committee, and gave her a pen and pencil set. The Long Service Award Certificates now bear the word "Canada" below the Coat of Arms.

CUTS DUPLICATION

Communicator Edward S. Filipek at the Ottawa aeradio station noted that foreign NOTAMS received by the Ottawa International NOTAM office were being redistributed to 11 addresses in Canada.

As only nine addresses could be included on one message it was necessary to send each message twice. Reduce the number of addresses, said Mr. Filipek, so that only one message need be sent.

As a temporary expedient two addresses were deleted that were located on circuits through which the messages would pass anyway en route to other locations. (A new system by which routing of these NOTAMS will be by a code designator is under development.)

Mr. Filipek selected a bathroom scale and a heating pad as his award.

NO MORE SNAGS IN SNAG

Lloyd A. Golts, airport maintenance foreman at Snag, in the Yukon, originated a suggestion that resulted in organization charts of regional offices being forwarded to the station level.

As a better understanding of the chain of authority is certain to result, Mr. Golts was awarded a mahogany electric alarm clock.

COST CONSCIOUS

From now on, expensive and delicate instruments will be labelled, "The replacement cost of this equipment is \$—Handle with care" or words to that effect. It is expected that mentioning the price on

each instrument will help decrease breakage through careless handling.

Verne Marsh, a meteorological technician in Toronto, came up with this idea and won \$30 in cash with it.

SUMMER SANTA

Radio Operator *Ronald D. Hughes* of Bull Harbour, B.C. was going to buy a camp stove this spring for use in his boat this coming summer. Along came Santa Claus (late, or early, depending on how you look at it) in the form of the secretary of the Suggestion Award Plan, offering Mr. Hughes a \$10 award-in-kind. Of course, our west coast man chose a stove.

He got the award because he recommended a change in broadcast times for the marine weather reports from Bull Harbour and Sandspit Radio to eliminate overlapping and improve service to shipping.

CUTS VIBRATION

John F. George, a stationary engineer at Halifax International Airport, urged a modification to the blowdown tank in the central heating plant to eliminate noise and vibration.

His idea was adopted by extending the two blowdown lines from the bottom of the tank to above the water level. This avoids excessive turbulence caused by differences in pressure and temperature at the time of blowdown.

Mr. George chose a bathroom scale and a wallet as his award.

HEATING IDEA

Another stationary engineer at Halifax International Airport, *George N. O'Brien*, won a pen and pencil set for introducing a modification to the central heating plant.

He wanted to provide an emergency supply of water to the boilers in the event of failure of the condensate return pumps. This was done by valving the injector overflow on the domestic hot water tank and feeding water through the steam injector directly to the boilers.

NEW PROCEDURE

R. L. Evans, a radio operator at the Victoria Marine Radio Station, suggested that messages inviting applications for promotion from radio operators in the Vancouver Region indicate the grade of the vacancy.

Although procedures in use in other Regions were found to be satisfactory, as a result of his idea a new procedure was adopted in the Vancouver Region so that applicants would be aware of the possibilities of assignment at a particular grade.

Mr. Evans selected a radar light and a travel alarm.

ABEAM GIMLI

Radio Operator *William G. Mandley* of The Pas, Manitoba, selected a Queen Anne table lighter as his award after suggesting that the name of a reporting point used by Northwest Orient Airlines be changed back to "abeam Gimli" from "Black Island" because a beacon station on the Mid-Canada Line is also called "Black Point".

His suggestion was adopted because having two reporting points of the same name could cause misinterpretation of position and endanger flights over northern Manitoba.

" . . . END."

Alexander Uydens, regional aeronautical engineer at Vancouver, received a travel alarm clock and a heating pad for pointing out an inconsistency in the numbering of pages of NOTAMS and Information Circulars. From now on all pages will be numbered in a standard way and the end of each NOTAM or Circular, if the last page does not end with the ADMA's signature, will be clearly marked ". . . END".

PARTIAL ADOPTION

Harry F. Jones, a Toronto radio inspector, requested that radio regulations regional and field officers be authorized to process forms 41-2010 when they have been submitted in compliance with antenna structure criteria as any such information is

in conjunction with the proposed station—a station to be licensed for general radio service only.

After careful review it was decided that only partial adoption of this suggestion was practical and Mr. Jones was awarded a \$15 award-in-kind.

SAFETY MEASURE

Radio technician *Douglas Bell* of Medicine Hat, Alberta, chose a set of binoculars when informed that a safety recommendation he advanced was to be adopted.

Mr. Bell pointed out that where batteries are used there is a danger of acid burns to body or eyes and a neutralizing agent should be readily at hand to treat such injuries.

The Department of National Health and Welfare recommended a specially-designed bottle filled with a sodium bicarbonate solution be provided at all sites as a safety measure.

NEW FORMS

Miss *Anita Kipp*, telecommunications clerk at Ottawa, offered a design for three forms to facilitate the compilation and analysis of population statistics for the radio regulations division. Since the forms save many man hours, Miss Kipp received a \$15 award-in-kind. She chose a ladies overnight case.

URGES SWITCH

Everett D. Kirkpatrick, a Sault Ste. Marie radio operator, suggested that a switch to control airport ramp floodlights be placed in the aeradio office at stations where the radio operator is the only person on duty after sunset. The suggestion was adopted and Mr. Kirkpatrick received a \$10 award-in-kind—a heating pad and a bathroom scale.

STOPS HAZARD

Gordon P. Hogan, a meteorological technician at Halifax International Airport, noticed that a safety hazard existed when

facsimile recorder writing blades were being disposed of. He recommended a suitable container be used, rather than putting the blades directly into waste paper baskets. Instructions have been issued to this effect and Mr. Hogan granted a \$10 award-in-kind. He chose an Ansco Candid Camera.

CUTS WORDS

William Beiko, a Vancouver region radio operator suggested that a saving would be realized by reducing the number of words in reporting the daily message from the weather ship at Station Papa to the Victoria district marine agent. He selected a camp stove and a travel alarm clock when notified he was eligible for a \$15 award-in-kind.

MONEY SAVER

K. H. Hoppin, a clerk in the aircraft radio workshop at Ottawa Airport, suggested that when the year band on Model No. 50 date stamp becomes obsolete, a new band be purchased rather than a complete new unit. Since this results in a savings of more than six dollars per stamp, a circular letter was issued to all offices pointing out the procedure to follow. Mr. Hoppin received a \$15 award-in-kind—a camp stove and a bathroom scale.

STARK AGAIN

News on the DOT has lost track of the number of suggestion awards Edmonton meteorologist *R. G. Stark* has won already. He's scored a dozen times at least and now he's at it again, winning \$15 worth of books.

He suggested that the coastline of Canada and the provincial boundaries on the U.S. Weather bureau's 30-day outlook chart be outlined in ink before the chart is transmitted on the Weatherfax system by the Central Analysis Office in Montreal.

The facsimile map is most useful in forecast offices as it arrives several days ahead of the printed copy—at least at Edmonton. However, Mr. Stark found it difficult to find exact locations because the background was too faint.

"A LESSON FAR MORE IMPORTANT"

The award plan investigators' "tact and patience" taught him a lesson "far more important" than the value of any prize, one suggestor wrote recently.

He commended the investigators for not being brusque or pompous in the face of so many "ridiculous" suggestions.

Here is his letter:

"It was surprising how ridiculous many of my 'suggestions' appeared after your various investigators had tactfully explained their uselessness.

"Your efforts convinced me that all civil servants could benefit from trying to follow your lead.

"My point is that your tact and patience proved their value in that after a dozen or so lousy suggestions you managed to extract two useful ones, whereas to have been brusque or pompous would simply have achieved the sum total of a few useless ideas.

"It is therefore the more gratifying to receive recognition regardless of value, for I have learned a lesson far more important."

STREAMLINER

Meteorological Officer *John M. Wingfield* of Hamilton, Ont. advocated a change in Form 701—Office Record of Long Distance Telephone Calls so that it would no longer be necessary to have each call signed for individually.

His streamlining idea was put into effect and he chose an electric alarm clock as his award.

AIRPORT MONEY SAVER

A cash award of \$100 went to *Marcel Sierolaski*, a supervising draftsman with the air services construction branch in Ottawa. His suggestion for a less expensive type of ground connector on runway, taxiway and approach light standards resulted in a savings of \$925 the first year.

QUICK PAY CHEQUES

Civil aviation inspectors in the Toronto region claiming flying pay may expect to get their cheques quicker from now on as a result of a time-saving suggestion by Inspector *C. A. Y. Oliver* of Toronto.

At his suggestion some internal administrative procedures have been changed. Mr. Oliver selected a picnic stove and a pen set as his award.

FILE NUMBER FORM

Between January and October 1962 some 148 new lighthouses and other navigation lights were established in Canada. For each one of them a headquarters file number is designated and the district marine agent informed by memorandum in triplicate.

Why not have a simple form for this that can be filled in by hand and dispatched in seconds, *Arthur G. Tuttle*, technician in the aids to navigation division in Ottawa suggested.

He was awarded a pen and pencil set.

ACCOUNTING FORM

Claire Pilote of the telecommunications branch in Ottawa won a camp stove and a heating pad for suggesting a printed recapitulation form for computing and balancing radio traffic accounts. The information on the new form used to be written out by hand.

ATB Girl D.O.T. Queen

By Caspar Bloom

Miss Mary Ryan of the Air Transport Board is Ottawa's DOT Queen for 1963.

The annual Ottawa D.O.T. spring dance and beauty contest sponsored by the D.O.T. Recreation Association (Ottawa) was held this year on March 2nd and was attended by 400 staffers. The panel of judges, comprising Bob Abra, senior CBC news editor, Rena Long, director of Patricia Stevens Finishing School and Claude Bennett, city alderman, faced a formidable task in selecting one from amongst the bevy of 12 beauties competing for the honor of reigning as D.O.T. Queen for '63 and carrying our banner in the forthcoming Ottawa Civil Service Pageant.

However, after a great deal of appraisal, Mary was plucked from amongst the brood, her feathers still intact, radiating the warmth and glow of her charm and beauty and effusive with the enthusiasm of a battle well fought and well won.

The spoils of battle included a \$50 cash gift, a charm course at Patricia Stevens Finishing School and a beautiful bouquet of roses. Our last year's Queen, Mrs. Betty Gittens, who also achieved the greater glory attendant upon the Queen of the whole Ottawa Civil Service, crowned her successor.

Mary's two princesses, Sheila McDonald, of air services construction, and Valeria Pepin, of personnel, equally aglow with the fruits of victory, received a lovely silver bracelet each as their prizes.

Mary has now been entered into the Ottawa Civil Service Queen Contest, where she will compete with the other departmental Queens for the coveted crown and title of Miss Ottawa Civil Service.



ATB's Mary Ryan



The Larsons

IN WEATHER, TOGETHER

The Larsons of Montreal are perhaps Canada's most weatherwise couple. Both work for the Meteorological Branch. Both finished the "met" presentation and operations course at Ottawa's air services training school.

Harry Larson, an operations technician, finished the course last April. His wife, the former Betty Cramer, finished it before him, in September 1962, a month and a half before she had her (first) baby, Burns Ross.

Betty, a "met" presentation technician with a B. Comm. degree from the University of Saskatchewan, joined the D.O.T. met branch in 1948 after having been in weather work with the R.C.A.F. since 1942. While with the department in Edmonton, she also studied physics and mathematics at the University of Alberta for two years.

Harry joined D.O.T. in January 1957 and in June of that year married Betty "to gain the benefit of her experience in meteorology."

He has since, he says, also gained experience in such arts as bottle warming and diaper changing.

WHICH MAN SHOULD YOU PROMOTE?

Adapted from *How to Prepare for Management Responsibilities*. Clayton A. Umbach, Jr., 1962 Gulf Publishing Co.

Who's the best man for the job? Before you decide, consider these points: (1) Has the quality of his work been consistently high? Or has it improved since he discovered that a possible advancement was in the offing? (2) Does he handle job routines efficiently? (3) Can he handle non-routine situations without detailed instructions? Or does he "go by the book"? (4) Does he constantly look for better



C. Elmer Stevens

MONCTON MET MAN

C. Elmer Stevens, 46, superintendent of forecast offices operating requirements at the meteorological branch in Toronto, has been appointed regional meteorologist for the Moncton air services region.

He succeeds E. A. Barks, who was recently named chief of the new operational research and development division in headquarters civil aviation branch.

Mr. Stevens was born in Moncton and received his primary and secondary education there. He graduated from Acadia University in 1937 with a BA, majoring in mathematics.

He joined the meteorological branch in 1939 as senior meteorological observer in Halifax and subsequently served at Regina, Calgary, Prince Albert, Trenton, Summerside, Moncton and Goose Bay. In 1942 Mr. Stevens was promoted to meteorologist.

His eleven years of service at Goose Bay constitute a record for meteorologists at that location. He was there from 1946 to 1958, serving as officer-in-charge from 1951 on.

In 1958 he spent the greater part of a year in Ottawa as liaison meteorologist at headquarters and took up his branch headquarters position at Toronto in 1959.

ways to do his job? Or does he tend to learn and "coast"? (5) Does he face squarely the unpleasant and difficult parts of his job? (6) Is he receptive to new ideas and methods? (7) Can he stimulate good work from those around him? Does he have leadership ability? (8) Has he shown company loyalty and an interest in company progress? (9) Is he orderly? Will he run a "tight ship"? (10) Is he clear and articulate in his reporting? (11) Does he persevere? Does he stay calm under fire? Does he meet deadlines? (12) And finally, does he want the promotion? If, for some reason, he doesn't, he won't bring to his new job the enthusiasm it needs.



NON-ABOMINABLE SNOWMAN—Welcoming carnival-goers at Lakehead last winter was this jolly looking celebrant, built by D.O.T.'ers (from left, standing:) Walter Heikkinen, Joe Taylor, Lorne Swazey, Wilbur Wright, Jack Baillie, Lance Podd, Fred Stewardson, (kneeling:) Jim Surcess, Maurice Robichaud and Frank Lozinski. Not shown but very much "in the picture" were Art Loftus, Jim Bond and Gordon Grant.

LAKEHEAD AIRPORT STAFF BOOST CARNIVAL

Fort William—A giant snowman built by D.O.T. staff at Lakehead Airport to publicize the Fort William Winter Carnival last February brought praise from public and officials alike. It also proved to be one of the most successful regional public relations efforts the department has ever experienced.

Maurice Robichaud of the meteorological staff at the airport dreamed up the idea of the snowman, as many people taking part in the carnival arrived by air. (All Northwestern Ontario participated in the events and festivities).

The entire Lakehead staff enthusiastically supported the idea and contributed their spare time to build the structure.

The carnival committee, the Lakehead Chambers of Commerce, the Mayor of Fort William and many local businessmen voiced their appreciation of such a spontaneous contribution. Press and TV soon dubbed the DOT snowman "Lakehead Airport's Official Carnival Welcomer."

The public loved the jolly welcomer and made it a background for thousands of snapshots. One of them, showing the builders, is reproduced above.

SIMPLER ENDORSEMENTS

A car safety belt and a bathroom scale were selected by Gary Komarensky of the civil aviation branch in Winnipeg as his award for certain simplifying changes in the small "Endorsements" form.

RETIRES AFTER 35 CS YEARS

At the end of April Miss Ada Emma MacLean Woodruff, an accountant with air services accounts in Ottawa, retired after 35 years of service with the department.

Born in London, England, Miss Woodruff came to Canada in 1911 and received her education in Ottawa.

She joined the Civil Service on April 9, 1928, as a stenographer. For the first two months, she was assigned temporarily to the Supreme Court of Canada. From June to November she was with the Department of Justice filling various secretarial positions and in November 1928 she was assigned to a permanent position with the radio division of the Department of Marine.

In the beginning Miss Woodruff performed mainly stenographic and clerical duties but in 1934 she shifted to accounting work which she was to continue until her retirement. She was promoted to departmental accountant in September 1958.

Miss Woodruff received the "25 year pin" from the Department of Transport and early in her career she received from the Underwood Typewriter Company a "60 WPM" bronze pin for typing.

Prior to entering the government service, Miss Woodruff performed duties of a stenographer and secretary for three firms in Ottawa.

Her hobbies are gardening, interior decorating, various forms of art and music. She is a member of the Field Naturalist Club.

For the future, she wishes to improve her dress making and to take up ceramics.

TIME ON HER HANDS—Headquarters Air Services Accounts Supervisor R. H. Pennock presents retiring Miss A. E. M. Woodruff with clock given by well-wishing colleagues.

D.O.T. MAN HEADED MAJOR ICAO PANEL

Howard J. Darling, the department's chief economist was chairman of an ICAO panel which for the past five years has gathered material for a 307-page report, now published, on origin and destination statistics.

Others on the panel, at one time or another, were K. W. Studnicki-Gizbert, chief economist in the Air Transport Board, R. McLaughlin, also an economist with the ATB, and R. H. Bradley, head of air statistics for D.O.T.

The panel was perhaps the most important one in the entire history of the ICAO, since it concerned itself with the statistics on which countries all over the world are relying more and more in drawing up their bilateral air agreements.

MASTER OR SLAVE?

Are you master of your work or a slave to it?

Do you find yourself doing your day's tasks on a first-come, first-served basis, wondering at the end of the day where all the time has gone? All too often, many would have to answer 'yes' to this question.

One employee has found a way to reverse the table and be master rather than slave: he lists the six most important tasks that he has to do tomorrow, then he lists them in order of priority. The next day he COMPLETES EACH ITEM IN ORDER!

So helpful has it been that his staff are now copying the idea.

Which are you, Master or Slave? If you don't like the answer you get, why not give this idea a try.

RECEIVES DOCTORATE

G. Y. Sebastyan, head of the engineering design section of the airport development division, construction branch, headquarters, received the degree of Doctor of Philosophy (Civil Engineering) in the School of Graduate Studies at the University of Michigan, Ann Arbor, last February.

Dr. Sebastyan has been with the department since 1958 and has made intensive studies of pavement design in all its facets as they relate to the loading and general performance of aircraft on the ground.

He has also worked on a committee of engineers from the Highway Departments of the various provinces on studies and problems affecting not only airport pavement but also roads.

TWO D.O.T. MEN AT THE BRIER

Bob Bobby, a civil engineer, construction branch and Ray Gingles, a pilot with airways, curling second and third stone respectively, were members of Moncton businessman Don Mix's winning foursome in the New Brunswick Championship Curling Bonspiel held in the Capital Winter Club, Fredericton.

The fourth member of the rink was Jim MacElwain, manager of a local business firm.

Winning the Gagnon Cup, which is emblematic of New Brunswick champions, gave Moncton Beaver Curling Club's foursome the distinction of representing the province in the Dominion Brier Championship in Brandon, Manitoba. Below from left: Ray Gingles, Jim MacElwain, Bob Bobby, Don Mix.



Look What They're Doing To Your Potatoes Now!

By Ken Parks
Information officer

Two tons of potatoes, irradiated by gamma rays from cobalt-60 to keep them from sprouting, and thus to retard spoilage, will be shipped this year to remote weather stations in the Canadian Arctic.

The shipment is the second to be made in a continuing experiment by the department, in conjunction with Atomic Energy of Canada Limited, in the use of irradiated vegetables as a morale builder and a waste-and-money saving step in areas where food transportation costs and storage are a problem.

Last year the first such shipment, amounting to 500 pounds, was sent to Eureka, the joint Canadian-U.S. weather station on Ellesmere Island, only 750 miles from the North Pole. Kept under good conditions of temperature and ventilation, the potatoes lasted out the year with virtually no spoilage.

Potatoes untreated, or protected by other forms of anti-rot treatment, would have spoiled in a fraction of that time.

Though the vegetables can develop rot from other causes, such as cuts and bruises inflicted in shipping, most serious trouble arises when they begin to sprout. This causes the potatoes to soften and shrink, and the moisture in the sprouted shoots quickly causes decay to start.

Contributing to this is the fact that such supplies, almost all sent by ship in summer, must be drawn from the crop of the previous summer and are nearly a year old when shipped.

Because of the greatly increased cost of shipment of such weighty cargo by air, compared with cost of shipment by sea, only very limited quantities are sent in this manner. In the main, potatoes are sent north in processed instant flake form because of its storage and shipment advantages.

Natural potatoes are prized by cooks and personnel in isolated posts because they can be cooked in many ways and thus provide variety in menus.

This year's shipments will be checked at various states of preparation and shipment and periodically during their period of use. First step was to have the potatoes treated in the mobile cobalt-60 irradiator which is contained in a big transport trailer at the laboratories of Atomic Energy of Canada Limited in Ottawa.

Departmental officials are working in conjunction with the Forest Products Laboratory of the Department of Forestry to devise cartons in which the potatoes could be packed, treated and shipped without repeated handling. The cartons would be placed in racks which turn, like the seats on a small ferris wheel, around the cobalt-60 from which gamma rays emanate. The

rays, though they halt sprouting, do not contaminate the potatoes.

Irradiation of potatoes to stop sprouting is in the process of being adopted by the potato growing industry of Canada. The Department of Transport is the first Canadian government department to use the process in its catering operations.

The department has to provide foodstuffs for around 4,000 persons, comprising staff members and their families in remote and isolated parts of Canada. Indications are that substantial reduction in waste will be realized and that increased quantities of potatoes in their natural state will be available to personnel in the Arctic and other isolated areas in the future.

GAMMA RAY SQUAD—Atomic Energy of Canada technician Leonard Arnold (foreground, left) and production engineer John Worswick (in white coat) prepare potatoes for gamma ray treatment in trailer (background) housing cobalt-60 irradiator. Looking on are, from left, A. H. Paterson, D.O.T. superintendent of catering; Ron Middleton, western area catering officer; and R. J. D. Brown, D.O.T. superintendent of contracts.



He Watches His Source Language

When you write to someone that a contract "is being awarded", what do you mean? Is it in the process of being awarded? Has it been awarded? Will it be awarded?

When you write "snow and rain showers", do you mean "snow showers and rain showers" or "rain showers and snow?"

The man who is likely to ask such questions is R. G. J. (Gérard) Proulx, chief translator for the department in Ottawa.

He and his staff of 11 translators and four stenographers translate some 50,000 documents a year, mainly from English into French.

His translations range from one-paragraph letters (in which "Sincerely" is likely to emerge as "Veuillez agréer, Monsieur, l'assurance de nos salutations les plus distinguées") to a Flying Training Manual and Instructor's Guide sporting 302 pages.

Material for masters' and mates' exams is being translated all the time. So are press releases, NOTAMS, Notices to Mariners and Information circulars.

It is not always the number of pages that worries Mr. Proulx. Not long ago he and some of his staff translated a 175-page statement on airlines into French in two days. But he may also "sit" two days on one sentence like "loading, unloading and/or storage of persons and/or goods."

All except one of Mr. Proulx's translators are French-Canadians. The exception is Miss Marie-Claire Macdonald (whose mother was French-Canadian, though).

The entire staff is actually part of the Secretary of State Department, seconded to D.O.T. Mr. Proulx agrees with the Glassco Commission that his establishment, like all translating groups in the federal government, could use more people.

As it is, he has the largest staff of any translation division except National Defence.

Translators, like all professionals, have their own terminology. They don't talk of the language they are translating from or into, but speak of "source language" and "target language."

Mr. Proulx and his division frequently consult a battery of dictionaries and rely heavily on first-rate French or Swiss magazines. They are also guided by international conventions and comply with the terms used by such bodies as the International Civil Aviation Organization, the World Meteorological Organization and the International Telecommunications Union.

Mr. Proulx is one of those lucky people whose profession is also their hobby. He has, in his spare time, written a 582-page English-French dictionary on electronics and telecommunications engineering and has, in the process, become quite knowledgeable in electronics.

He is now expanding the book to an expected 1900 pages. He hopes to have his new version published in a few years. It will contain more than 60,000 entries, from Ammeter to Zworykin Photomultiplier.

He is also working on an English-French, French-English meteorological dictionary, to be published next year with 10,000 entries in each language.

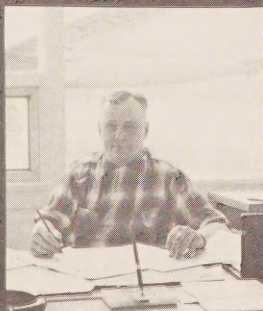
Mr. Proulx joined the translation branch of the Secretary of State Department in 1940.

In 1957 he was released from his job as assistant chief translator for D.O.T. for a month to serve with the Canadian delegation to the Colombo Plan Conference in Saigon, South Vietnam. On that trip he also visited Cambodia, Laos, Thailand, Hong Kong and Tokyo.

Born in Ottawa in 1917, Mr. Proulx graduated from the University of Ottawa with a BA in 1939 and an MA in 1941. He is married and lives in Ottawa.



R. G. J. Proulx



PACIFIC PET—This is Prince, a three-year-old thoroughbred beagle whose father was a grand champion five times. The black, tan and white hound belongs to Prince Rupert Airport Manager O. C. ("Bud") Fisher and is an excellent hunter. He is also, says Bud, "a very spoiled pet."